THE OLD HOWITZERS.

ANOTHER CHAPTER IN THEIR EARLY HISTORY.

The Part They Took in the Capture, Guarding and Execution of John Brown-Their Return.

In our former article it was told how the news of Brown's capture of Harper's Ferry had startled the community, and how Governor Wise and staff, accompanied by Company F, had left the city for that place. This was on the 18th of October, 1859. In the meantime the Governor had ordered by telegraph certain volunteer companies of Jefferson county to assume at once offensive operations against the invaders. The President of the United States had also ordered of the United States had also ordered a body of marines under Lieutenant Colonel R. E. Lee to the scene of trouble to protect the property of the Government at that place, and to arrest Brown and his followers. While Governor Wise and his troops were on the way the volunteers of Jefferson county had driven the invaders from their marauding expeditions in the surrounding country back into the town of Harper's Ferry, and then into the engine-house within the enclosure of the Arsenal itself. When Colonel Lee and his marines arrived at the latter place he found Brown and his

the latter place he found firewn and his gang at bay in that building, besieged by the local military, defying capture and from improvised loop-holes shooting down every one who might come within range of his deadly rifles. We need not stop have to describe how that sagacious and prudent officer succeeded in capturing the prudent officer succeeded in capturing the marauder and his party with the loss of only one man killed and another but slightly wounded. The parloss of only one man killed and another but slightly wounded. The particulars of that stirring event are well known to the world. His conduct on that occasion was but a feeble forecast of the spiendid career, which afterwards made bis name famous, and which few people at that time could have anticipated. Before the arrival, therefore, of Governor Wise and his soldiers at Harper's Ferry John Brown and those of his men who had not been killed were safely lodged in the juil at Charlestown. The services of the Richmond military were therefore not needed, and on Friday, the 21st of October, we find they and the Governor had all returned to their homes. In the meantime the public mind centinued in a state of abnormal excitement. Although the invasion of the State and its object had proved abortive and the captured outlaws were within prison walls a feeling of uneasiness and arxious forehodings prevailed throughout the community. It was supposed that the county authorities of Jefferson, together with the military of the neighboring country, would be able to guard the priseners, and see that they were safely brought to trial.

Comparative quiet had therefore been restored, when, of a sudden, a report

Comparative quiet had therefore been restored, when, of a sudden, a report reached the Governor that the jail at Charlestown was not a safe place for the prisoners; and that an attempt was about to be made to rescue them. Following upon this came rumors and direct messages, from different services are them. message from different sources, giving color to the first report. The Governor did not waste time in endeavoring to find out whether these rumors were true not. Orders had already been issued that any alarm the bell in the old tower in the Capitol Square should be rung. was on Saturday night, November 19th that the citizens of Richmond were star-tled by the tongue of the tocsin. The tied by the tongue of the tocsin. The military at once gathered at their several places of meeting, ready to respond to the Governor's orders. Although the Howitzers had been but recently organized and were without uniforms or equipments, they were anxious to be called into service. Captain Randolph hastened to offer their services to the Governor. The request was granted. They had already been using red flannel shirts as a sort of artillery undress uniform when drilling. As soon as it was determined that they were to accompany the other troops to Harper's Ferry they were troops to Harper's Ferry they were taken to the State armory, which then stood on the canal, a few hundred yards stood on the canal, a few hundred yards above the city, and provided with muskets, white cross-belts, cartridge boxes, and ammunition. That same night a special train of eight cars, by way of the Richmond, Fredericksburg and Potomac railroad, moved out of Richmond with the Governor and staff, the Blues, Grays, Company F. Montgomery Guard, the Howtters and rephers other traces. Company F. Montgomery Guard, the Howitzers, and perhaps other troops, on their way to Harper's Ferry. It was then just 10 o'clock P. M., only three hours after the first alarm had been sounded.

Great was the excitement among the friends of the military that night. They the troughtend that hostilities had already.

felt convinced that hostilities had already begun. The troops were supplied with baskets of provisions and improvised bundles of extra clothing, blankets, and every appliance to secure them comfort. The ladles were, as usual, most enthusiastic in their efforts, and when the bell of the engine gave the signal, the train moved slowly off, amid the cheering of the men and the tender blessings of the women. It was a chilly November night, and when the train got out into the country the air leaked into the cars. The man little by little perfield down to year country the air leaked into the cars. The men, little by little, nestled down to rest under the protection of the blankers and wraps so recently provided, to doze and dream away the hours. At 7 A. M. on the 20th the train reached Washington, where the troops refreshed themselves as best they could until 10 A. M., when they left by way of the Baltimore and Ohio railway for Harper's Ferry. When the train reached the Relay House, between Washington and Baltimore the Governor was much disappointed in not receiving reliable news from Charlestown This added to the general anxiety, and many were the speculations among

town This added to the general anxiety, and many were the speculations among the troops as to what would be the outcome at the end of their journey. The novelities of the surrounding country through which the train was passing and the exuberant spirits of the men diminished, to a degree, the todium of the trip. As the several stations were reached numerous and conflicting reports came running over the wires. But nothing of a definite character seemed to be known until the train arrived at a station about twenty miles east of Harler's Ferry. Here a halt was ordered until the au-Here a halt was ordered until the au-thorities of that place could be commu-picated with. The first telegraphic reply made conveyed the startling information picated with. The first telegraphic reply made conveyed the startling information that fighting was then going on in the streets of the town, and that the troops must come on at once. Ammunition had been served out to the men before they left Richmond, but fer prudential reasons their guns had not been loaded. Being now about to approach the scene of action, the order to load muskets was given before the train should move. The ringing of ramrods and ratiling of cartridge-boxes and other military accountrements announced the alacrity with which the order was obeyed. In a few minutes the companies were prepared for business, should it become necessary. But it was noticed, at the same time, that there was not quite as much hilarity among the men as there had been in the previous part of the journey. As the train drew nearer to Harper's Ferry an ominous silence prevailed all through the eight closely packed passenger cars; not that we believe any sentiment of fear existed there; by no means, only that the aspect of offairs had now changed. Things were looking a little serious, and it was by no means unnatural that they should be regarded accordingly. From the last halting place up to the time of arriving near Harper's Ferry had been a period of anxious suspense. But upon reaching the station nearest the town

county, while the latter were detained at Harper's Ferry and assigned quarters in the shops of the United States afsenal. Having consumed all their provisions on the trip the men were now entirely with-

out rations.

But this state of things did not last But this state of things did not last long. The habits of the people in small towns differ from those of he cities. By the time the Howitzers had rid themselves of their muskets and accourrements, the shops were invaded by the inhabitants pressing upon them invitations to their houses. The utmost hospitality was extended to every man wearing the red shirt, gray trousers and crossbelts. Captain Randolph allowed the greatest liberty in this direcing the red shirt, gray trousers and cross-beits. Captain Randolph allowed the greatest liberty in this direction, but, at the same time, issued orders that no member of the company should sleep outside the barracks. It was now about sunset, the supper hour of the people, and it was not long before the red-jackets could be seen scattered over the town from the banks of the two rivers to the remotest regions of Bolivar Heights. They were feasted and sheltered, and so beguiled by the passing hours, that few of them got back to the barracks that night, not-withstanding the orders of the captain. John Brown's friends might have recaptured the entire place, if its defense had depended upon the promises of the weary and belated Howitzers. Some of them, however, found their way back, and one, at least, will never forget the workbench and "lignum vitae" pillow, on which he enjoyed a rest, born of the most intense fatigue.

The Howitzers were at Harper's Ferry but two days and nights. They did not

The Howitzers were at Harper's Ferry but two days and nights. They did not go to Charlestown on this trip. On the 22d of November some of the other troops 22d of November some of the other troops were sent back to Richmond from that place, and the former were ordered to return with them. They had scarcely reached their homes, when an order from the Governor, on the 24th, required them to renort at Charlestown at once with two pieces of artillery. The company returned on the evening train of the same day, but without the two guns, they still continuing to serve as infantry.

They arrived at Charlestown on the 25th of November, and were quartered in the lecture-room or basement of the Presbyterian church, where they remained until after the execution of Brown. They were received by the citizens with the greatest enthusiasm. They had by this time become somewhat accustomed to the routine of a military campaign, and it was deemed.

of a military campaign, and it was deemed necessary to complete the organization of the company by electing the two lieutenants. This was done under the supervision of Colonel T. P. August and John C. Shields was made first lieutenant, and John Thompson Brown second lieutenant. The men were now brought down to serious work. The captain and lieutenants ledged with the company on the benches of the lecture-room. Proper of a military campaign, and it was deem the benches of the lecture-room. Proper discipline was duly maintained, and the non-commissioned officers required to perform with punctuality their several du-ties. The roll-calls, necessary details and guard-mounting, the issuing of ra-tions, and care of the quarters made up the daily routine of the orderly sergeant, the commissary sergeant and the quarter-master. In addition to garrison duty, the company had three drills a day, besides company had three drins a day, besides acting as camp guards in their turn Notwithstanding these demands upon their time, the men had many opportunities for social enjoyment. Although amply provided at their barracks, most of them took their meals at the private tables of the citizens. The hospitality of the ladies was without bounds. There seemed to be no end to their culinary reseemed to be no end to their culinary resources. The town was now swarming with troops. At each returning hour for meals, they might be seen, three or four times a day, passing in and out of the open doors of almost every private residence. When, at times, a visitor, feeling unwilling thus to tax the kindness of the host, absented himself for even a single meal, the vigilant eye of the generous housekeeper did not fail to observe the fact. Remonstrance against such conhousekeeper did not fail to observe the fact. Remonstrance against such conduct was sure to follow, and it was so expressed that the sensitive offender was actually made to feel ashamed for having acted from the best of motives. The truth is, the community, ever since the sudden outbreak at Harper's Ferry, had been under the strain of unusual excitement. Their minds had never been free of anxiety and apprehension. The ladies had suffered most in these respects, free of anxiety and apprehension. The ladies had suffered most in these respects, and insisted that they regarded the troops as their especial protectors, and that their presence had alone restored to them a sense of security and relief. For this reason the soldiers were to be assured that they could never do too much for their comfort.

In addition to their other military duties the Howitzers were frequently called upon

the Howitzers were frequently called upon to perform patrol service. From time to time rumors of contempla rescue Brown came from different quar ters. It was said that signals of a sus-picious character had been discovered, particularly at night; that beacon-lights had been seen burning in the tops of the Berkeley mountains, and that rockets had been observed shooting up above the horizon on the Maryland side; that bands of strange men had been noticed here and there, and that the Governor had positive information that an armed force would attack the Charlestown jail before the end of November. On one of these pa-trolling expeditions the company travers-ed the whole country just outside the limits of the town. Guards were detailed and posts established. The weather was cold, damp and foggy, and no fire was allowed that might betray the presence of the patrol. Whether intentionally or not, the men were induced to believe the duty imposed upon them was of unusual importance, and that they were, therefore, to exercise extraordinary vigilance in its performance. Many were the alarms during those memorable hours, owing to the inexperience of raw troops, most of whim were fresh from city life. The night was very dark consequently distance could were tresh from city life. The hight was very dark, consequently distance could not be measured by the eye, for want of intermediate objects, by which to make its estimates. Sparks escaping from the chimney of some neighboring negro cabin were mistaken for rockets shooting above were mistaken for rockets shooting above the distant horizon. One might imagine them to be not more than a few hundred yards away, or many miles over the country. As the night wore on, the light of stars rising over the hills refracted and reddened through the murky atmosphere were declared and believed to be signal fires. The lilusion did not disappear until the paling luminary had gotten higher into the heavens. Not a little amusement to the heavens. Not a little amusement was occasionally enjoyed at the expense of the parties going the rounds, or the sentinel on his post. The surface of the country being rough and unequal, a man blundering through the darkness would go rolling down into unknown depths, much to his discomfiture, while another standing alone at his dismal out-post, a target for the lurking fee, would mistake a bush for an advancing enemy and fierce-

a bush for an advancing enemy and fierce-ly demand the countersign from the "blackness of darkness without." John Brown was executed on Friday, the 2d day of December, 1859. An account of that memorable event has already been given in these columns and elsewhere. It is, therefore, only necessary, as part of the early history of the Howitzers to refer to their connection with it on that occasion. By special order, the company refer to their connection with it on that occasion. By special order, the company was detailed for general guard duty on that day, and Captain Randolph made officer of the guard. This was considered a high compilment. Among the military organizations, composing a force of more than fifteen hundred men, then assembled at Charlestown, there were many whose ciaims to this distinction might be suplosed to be far greater than those of one so tecently called into service. The duty should be regarded accordingly. From the last halting place up to the time of arriving near Harper's Ferry had been a period of anxious suspense. But upon reaching the station nearest the town it was found that the report about fighting had been misunderstood, so that when the train pulled into the village its streets were found filled with idle workmen belonging to the Government shops, and the station occupied by a crowd of citizens anxious to welcome the arrival of the froops. This was in the afternoon of the 20th of November.

As soon as Governor Wise had become informed of the true state of things in the neighborhood he ordered all the companies to Charlestown except the "Blues" and the Howitzers. The former were then sent to Martinsburg, in Berkeley

orders not to allow anyone to pass the bounds of their duty, upon any pretext whatever; and to resist any attempt by anyone to do so at all hazards. Manywere the trials of their patience and endurance. At one of the chief thoroughfares stood a youth, musket in hand, holding under control a mass of travelers in vehicles and on horseback, who for hours vexed him with importunities and threats; at another point a railroad train, filled with passengers, hissed and screamed and blurted out defiance in the face of the boy in the red jacket, but in screamed and blurted out defiance in the face of the boy in the red jacket, but in neither case could they be removed from their duty. It was not until all the preparations for the execution had been perfected, and the culprit at the gibbet, enclosed within the lines of the military under General William B. Taliaferro, that the crowd were allowed to move towards the place of execution. We do not say that other troops would not have done as well in maintairing order under such a trial. But we think we have a right to say that a company so recently organized was entitled to high commendation for their conduct on that occasion. organized was entitled to high commen-dation for their conduct on that occasion. Much also was due to the material of which it was made up, and especially to the bearing and spirit of its captain, whose soldierly instincts and devotion had already greatly impressed the men under his command. under his command.

under his command.
On Monday, December 5th, the Howitzers returned to Richmond, and were received with great enthusiasm. It appeared to them a long time since they had left their homes, and they quite naturally imagined the camapign they had just passed through entitled them to considerable. eration as veterans. They little thought that ere long the curtain was to rise upon a drama to which their recent exopon a drama to which their recent ex-perience was but a feeble prejude, but which was ultimately to make them fa-mous among soldiers. By a curious co-incidence there was a section of cadet Howitzers serving at Charlestown, which Howitzers serving at Charlestown, which should not be confounded with the Richmond company. These were from the Virginia Military Institute; were also dressed in gray trousers and red jackets, and had with them two brass twelve-pounder field howitzers, bearing the coat of arms of the State. They were under command of Major T. J. Jackson, afterwards the renowned General (Stonewall) Jackson. In 1861 these same two guns, with two brass six-pounders, constituted

with two brass six-pounders, constituted the war battery of the first company of Richmond Howitzers.

As a matter of historical interest, it may be proper to say something more of this Virginia Military Institute battery. It was originally composed of two howitzers and originally composed of two howitzers and four six-pounders, all brass, and constructed especially for that institution during President's Polk's administration, and was delivered in 1848. Previous to that time the cadets used a small battery of licht tree, four pounders, which could of light iron four pounders, which could be easily handled by young men in learn-ing the artillery drill. When Captain John C. Shields undertook the command of a company of artillery at Lynchburg, of a company of artillery at Lynchburg, having no other battery, he opened a correspondence with General Smith, of the institute, and with General Richardson, adjutant-general of the State, and through their interposition with the Governor, secured the four small pieces, lately used by the cadets. They were drawn overland from Lexington to Lynchburg, and delivered in the autumn of 1848. The State equipped the new company at an expense of nearly eight hundred dollars. In the meantime Captain Shlelds had received from General F. H. Smith, of the in the mantime Captain Shields had re-ceived from General F. H. Smith, of the institute, the latest instructions in field artillery and gunnery. It was a singular coincidence that he should so many years after be found in command of a battery composed of the same brass guns, which had superseded the small iron ones just

As soon as the Howitzers reached home they secured an armory on the north side of Cary street between Tenth and Eeventh streets. Here they regularly as-sembled for drill. Up to this time, al-though called artillery, they had been carrying muskets, and were drilled as infantry, Having now been furnished by Captain Charles Dimmock, commandant of the Virginia State Guard, with a mounted field piece from the State armory, they were, for the first time, in-structed in "the manual of the piece," according to the United States faction. Captain Randolph meantime had himself prepared a tactical drill for the use of the naval howltzers; but the battery he had ordered in Washington having not yet been finished, he thought best not to delay the instruction of the men WM. P. P.

(To be concluded.)

Only Rich Men Can be British Officers, Notwithstanding the attempts which the amar der-in-chiaf has made, from time to time, to make the army as a profes-sion less expensive, it is still quite as costly as hitherto; consequently only the costly as hitherto; consequently only the sons of the wealthy are able to adopt a military career. To begin with, there are the crammer's fees for preparing the youth for the necessary examination, then parents are required to spend hundreds of pounds in order to support him at Sandhurst or Woolwich, and subsequently to supplement his small pay as a junior officer by about 180 to 1000 per annum, for it is an indismutable fact that a officer by about 180 to two per annual for it is an indisputable fact that a substitute cannot live in the average line regiment on a smaller private allowance than \$80 or \$100 a year. Then, again apart from all this expense, there is the cost of the young officer's outfit, which, for the ordinary British line regiment, runs the ordinary British line regiment, runs from f120 to f200, and if cash is not paid, some 15 or 20 per cent. more must be aded to this amount. It is generally acknowledged that officers' sons make the best officers, but if they and the sons of clergymen and other professional men of moderate means are to be enabled to adopt a military career, an inquiry will have to be instituted into regimental expenses and a considerable reduction made, or the army will continue to be exclusively officered by the sens of the rich, a practice which is universally admitted to be inadvisable. When the system of competitive examinations was system of competitive examinations was instituted, it was supposed that the army would be thrown open to all. Theoretically it is, but practically it is far from being so, for the very difficulty of the examination renders it impossible for the professional man of average means to give his son the necessary cramming, for the crammer's fees are high, and, unfortunately, increasing as well. The orlinary middle class parent thus being unable to pay the crammer, how, then, can he possibly afford to send his son to Sandhurst or Woolwich, buy his outfit, and supplement his pay by 180 to 1100 a year for several years?"—From the London Court Journal.

Rheumatism Quickly Cured.

Three days is a very short time in which to cure a bad case of rheumatism; but it can be done, if the proper treatment is adopted, as will be seen by the ment is adopted, as will be seen by the following from James Lambert, of New Brunswick, Ill.: "I was badly afflicted with rheumatism in the hips and legs, when I bought a bottle of Chamberlain's Pain Balm. It cured me in three days. I am all right to-day, and would insist on every one who is afflicted with that terrible disease to use Chamberlain's Pain Balm and get well at once." 50 cent bottles for sale by Owens & Minor Drug Company, 1007 east Main.

When Baby was sick we gave her Castors When she was a Chile, and cried for Castoria When she became Miss, see clung to Castoria. When she had Children, one gave them Castosia

Pure Blood
And vigorous health follow the use of Dr. David's Iodo-Ferrated Sarsaparilla. For all diseases of the blood and skin it has no superior. Physicians are prescribing it with the best results. It has cured many others of the worst kind of blood disorders, and will cure you. Remember Dr. David's Iodo-Ferrated Sarsaparilla,

N& W Norfolk Western R

SCHEDULE IN EFFECT JAN. 1, 1893.
LEAVE RICHMOND (DAILI).
BYRD-STREET STATION.

9:00 A. M., DAILY, RICHMOND AND
NO IF OLK VESTIBULED
LIMITED, Arrive Norfolk 11:35
A. M. Stops only at Petersburg, Waverly and Sunfolk.

9:00 A. M., For Lynchburg, Roanoke and intermeditue stations. No connection beyond Roanoke.

13:29 P. M., For Roanoke, Radioror, Pulaski, Bristol and all points South and West vin the East Tennessee Virginia and Georgia raliread.
Also for Bluefield, Onio extension. Leave Bluefield, Onio extension. Leave Bluefield 6:10 A.
M. daily for Kenova, Columbus (Ohio) and the West, Parlor car Petersburg to Roanoke, and Pullman sleeper Roanoke to Memphis vin Knoxville and Chattanooga, and through coach from Richmond to Lynch-burg.

3:10 P. M., Daily for Suffolk, Norfolk and

and Chattanooga, and through coach from Richmond to Lynchburg.

3:10 P. M., Daily for Suffolk, Norfolk and intermediate stations: arrives as Norfolk at 6:15 12 M.

5:35 P. M., Arrives at Norfolk at 9:20 P.M.

11:30 P. M., For Roanoke, Raafford, Pulaski, Bristol, Connects at Roanoke 7:25 A. M. with Washington and Chattsnooga Limited, Puliman Sieepers Roanoke to Nashville, Memphis and New Orleans. Dining Car Attached, Also for Bluefield, Pocahontas, Elkhorn and stations on Glinch Valley division. Also for Louisville and stations on Land Norrallorad via Norton. Also for Rocky Mount and all stations on Winston-Salem division. Pullman palace sleeper between Richmond and Lynchburg. Bertils ready for occupancy at 9:00 P. M. Also Pullman sleeper Petersburg to Trains arrive Richmond from Lynchburg and the West daily at 8:30 A. M. 2:15 P. M. and S:00 P. M.; from Norfolk and the Tibuled Limited 6:40 P. M.

R. W. COURTNEY, Passenger Agent. General Office, Roanoke, Va.

RICHMOND, FREDERICKSBURG AND POTOMAU RAILROAD-Schedule comcommencing JANUARY 1, 1803-enstern

Store of the commencing of the

P. M.
Arrives at Byrd-street station; leaves Fredericksburg at 6:03
A. M. Arrives Bredericksburg at 6:03
A. M. DAILY EXCEPT SUNDAY.
6:43 A. M. Leaves Elba; arrives at Ashland tand at 7:33 A. M.
6:04 P. M. leaves Elba; Arrives at Ashland land at 6:53 P. M.
6:45 A. M. Arrives at Elba; leaves Ashland at 6:00 A. M.
6:57 P. M. arrives at Elba; leaves Ashland at 5:12 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, General Superintendent.

FARMVILLE AND POWHATAN RAILROAD.
GENERAL OFFICE 703 EAST MAIN
STREET.
8CHEDULE IN EFFECT DEC. 20, 1892.
LEAVE RICHMOND.
12:20 P. M., via Atlantic Coast Line for
FARMVILLE and all points
west of CHESTER.
12:45 P. M., via Richmond and Danville for
FARMVILLE and all points
west of MOSELEY.
ARRIVE RICHMOND.
8:45 A. M., via Richmond and Danville

6:45 A. M., via Richmond and Danville from FARMVILLE and all points west of MOSELEY.

10:30 A. M., via Atlantic Coast Line from FARMVILLE and all points

2:15 P. M., via Atlantic Coast Line from Bermuda and Ochre. All trains daily except Sunday.

Tickets on sale and baggage checked
through at 901 Main street, Richmond and
Danville depot and Richmond and Peters-

JAMES R. WERTH, General Manager.

RICHMOND CITY AND SEVEN PINES RAHLWAY COMPANY.
Trains leave station, Twenty-sixth and P
streets, as follows:
Leave
Richmond.
6:30 A. M.
12:00 M.
3:30 P. M.
6:45 P. M.

BUNDAY.

| BUNDAY. | Leave | Richmond. | Seven Pines. | 10:00 A. M. | 9:00 A. M. | 10:00 A. M. | 11:00 A. M. | 4:00 P. M. | 3:00 P. M. | 4:00 P. M. | 6:30 P. M. | Forty-five minutes' run each way. Electric cars pass station. | For further information call 'Phones No. | 650 or No. 28. | In effect July 15, 1892. | oc25 BUNDAY.

RICINATE

FIRE-PROOFING PAINTS, Kalsomine and Shingle Stains

RENDER WOOD-WORK

INCOMBUSTIBLE! You Should Use Them on Your

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EMULSION COD-LIVER OIL

HYPOPHOSPHITES OF LIME AND SODA.
We have prepared this emulsion for the past
ten years. Its superiority over all others is
tested by every one who has used it. For
coughs, colds, bronchitis, consumption and
all westing diseases. Price 50 cents and \$1 per
bottle. For sale at all drug-stores. Do not
be persuaded to try any other. Ack for that
made by
PUECELL, LADD & CO.
Richmend, Ya.

RAILROADS.



TRAINS LEAVE RICHMOND.

BROAD-STREET STATION.

6:00 A. M., Except Surday for local stations and Newport News.

9:00 A. M., Dally Vestibule Special, with Pullman, for Williamsburg, Newport News, Hempton, Old Point.Norfolk and Portsmouth; makes no cther stops.

8:00 P. M., Dally, vith Pullman, for local stations, Newport News, Old Point.Norfolk and Portsmouth.

8:05 A. M., Local train, except Sunday, for Clifton Forge, connects at Gordonsville for Washington, at Virguia Midland Junction, for Lynchburg, at Basic City North and South, and at Staunton for Winchester.

2:00 P. M., Dally for Cincinnati and Chi-

2:00 P. M., Dally for Cincipnati and Chicago, with Puliman to Cincin-nati and Dining Car Maysville to Cincinnati, serving break-fast. Connects at Gordons-ville dally with local train for

6:35 P. M., Local train Cally for Doswell.

10:45 P. M., Daily for Cincinnati and ChiF. F. V. cago, with Pullman fer Cincinnati and Louisville and
Dining Car to Maysville, Connects at Covington (Va.) for
Virginia Hot Springs daily.

TRAINS LEAVE MIGHTH. STREET STA-

TRAINS LEAVE EIGHTH-STREET STATION.

D:00 A. M., Daily, with Parler Car, for Lynchburg and Clifton Forge Connects (except Sunday) for Lexington (Va.) and except Sunday for Craig City.

5.00 P. M. Except Sunday, with Sleeping Car, for Lynchburg. Train leaves Lynchburg at 7:15 A. M. daily for Lexington, Va.

TRAINS ARRIVE AT RICHMOND. BROAD-STREET STATION.

7:40 A. M., Daily from Cincinnati. 8:55 A. M., Daily from Doswell. 11:30 A. M., Daily from Norfelk and Old 2:00 P. M., Daily from Cincinnati and 6:30 P. M., Daily from Norfolk and Old

7:30 P. M., Except Sunday from Clifton

10:30 P. M. Evert Sunday from Old Point.
TRAINS ARRIVE EIGHTH-STREET STATION.

8:20 A. M., Except Sunday from Lynchburg
and Lexington, Va.
6:10 P. M., Daily from Lynchburg and Clifton Forge.
JOHN D. POTTS,
Division Passenger Agent.



SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT FEB. 12, 1803.
LEAVE RICHAROND:
TRAIN NO. 37, 12:50 A. M.
SOUTHERN EXPRESS, daily for Danville, of Connects at Danville with the Washington and Southwestern Vestibuled limited; at Salisbury for Ashaville. Hot Springs: at Chaplotte for Ashaville.

Asheville, Hot Springs; at Charlotte for Columbia, Alken, Augusta, Atlauta, Bir-mingham, Montgomery, New Orleans, Teras and California, Pullman Palace sleeping-car Richmond to Danville and Danville to Asheville and Hot Springs; also Danville to Atlanta

Asheville and Hot Springs; also Danville to Atlanta.

TRAIN No. 9, 12:45 P. M.

FAST MAIL, daily, for all points South and Southwest. Connects at Keysville for Clarksville, Oxford and Durham. Connects at Danville with Pullman sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleign, &c.

TRAIN No. 17, 6:00 P. M.

AMELIA ACCOMMODATION, daily except Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 38, 7:00 A. M.; No. 10, 5:30 P.

M.; No. 18, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT.

THE FAVORITE ROUTE TO BALTIMORE
PHILADELPHIA AND NEW YORK.
LEAVE RICHMOND:
TRAIN No. 19, 3:10 P. M.
Stops at all stations. At Lester Manor
connects with stage for Walkerton: also connects with Baltimore steamer at West Peins
on TUESDAYS, THURSDAYS and SATURDAYS.

DAYS.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily except
Sunday for West Point, connecting
with York river steamer for Baltimore.
At Baltimore steamers connect with
Baltimore and Ohio rallroad for Washington, Philadelphia and New York.

STEAMERS LEAVE BALTIMORE 5 P.M.
FOR WEST POINT, daily except Sunville railroad to Richmond, arriving at
9:05 A. M. and 10:40 A. M.

TRAIN No. 44, 6:10 A. M.

OCAL MIXED, daily except Sunday;
I caves Twenty-third street station for
West Point and intermediate points.

Ticket office at station foot of Virginia
street open 8:00 A. M. to 6:00 P. M., and
from 9:06 to 12:50 A. M.

City ticket office, 901 Main street.
Soll. HAAS.

Traffic Manager.
J. S. B. THOMPSON, Superintendent.

J. S. POTTS, Passenger Agent,
919 Main street, Richmond.

A TLANTIC COAST LINE.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing SUNDAY, JANUARY 1, 1803, at 9.30 A. M., trains on this road will run as follows: TRAINS SOUTHWARD.

No. Richmond Petersburg

TRAINS NORTHWARD.

No. | Leave | Arrive | Richmond

No. Fetersburg Richmond

14 2:40 A.M. 3:40 A.M. Fast Mail.
32 7:46 A.M. 8:30 A.M. Accommodat'n

24 9:50 A.M. 10:30 A.M. Nerfolk Train.
28 1:35 P.M. 2:15 P.M. N. & W. Con.
78 3:20 P.M. 6:20 P.M. Through Train.
66 5:50 P.M. 6:30 P.M. Through Train.
46 6 00 P.M. 6:40 P.M. Norfolk Special.
42 7:05 P.M. 8:00 P.M. Accommodat'n

Train 27 is limited and will only have Pullman Buffet Sleeping Cars. No extra charge in addition to first-class passage rate and regular Pullman car fare. STOPPING PLACES.

Nos. 14, 27, 45, 46 and 66 make no stops. Nos. 15, 23, 34, 38, 39, 43 and 78 stop on signal at Manchester, Drewrys, Ceatralia and Chester, Nos. 32, 35, 37 and 42 will stop on signal at all staticus. Pullman Palace Buffet Steeping Cars on all through trains. On trains Nos. 37 and 32 sieeping cars between Richmond and Lynchburg, addition to the above THE NEW

sieeping cars between Richmond and Lynchburg, Va.

In addition to the above THE NEW YORK AND FLORIDA SPECIAL, consisting of Vestibule Pullman Cars only, leaves Richmond, scuth-bound, at 7:15 P. M. on MONDAYS, WEDNES, DAYS and FRIDAYS, and leaves Petersburg, north-bound, at 7:58 A. M. on THESDAYS THURSDAYS and SATURDAYS, Extra fare is charged for this traic.

NEW LINE TO ATLANTA, tiA.

Leave Richmond 9:15 A. M. daily; arriving Weldon 12:10 P. M. and at Atlanta 9 M. M. via S. A. L. Through sleepers Richmond to Weldon and Weldon to Atlanta, THE ONLY ALL-RAIL LINE TO NOR-FOLIA.

Leave.

Richmond. *9:30 A. M. Norfolk. 11:35 A. M. R.chmond. *5:35 P. M. Norfolk. 11:35 A. M. R.chmond. *5:35 P. M. Norfolk. .9:20 P. M. Norfolk. .*7:30 A. M. Richmond 10:30 A. M. Norfolk. .*4:30 P. M. Richmond 4:40 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:35 P. M. and 3:10 P. M. trains from Richmond for Nerfolk.

Trains leaving Richmond at 9:00 A. M. 12:20 P. M. and 11:30 P. M., and arriving at Richmond at 8:30 A. M., 2:15 P. M. and 8:00 P. M. make close connection at Petersburg to and from Farmville, Lynchburg and West.

R. M. SULLY.

E. T. D. MYERS, neral Superintendent C. M. EMERSON, Traffic Manager.

PILES Remedy Free. INSTANTRELIEF. From Distance in the purpose to a sale of the purpose to the purpose to a sale of the purpose to a sale of the purpose of

STEAMBOATS.

OLD DOMINION STEAMSHIP COM-FOR NEW YORK.

FOR NEW YORK.

Steamers leave Richmond
EVERY TUESDAY and FRIDAY at 5 P. M. Manifest
closed one hour before sailing
time.

Steamers leave New York
(from Pier 26, North river)
for Richmond EVERY WEDNESDAY and SATURDAY at
FRIDAY MOJENINGS.

Passenger accommodations unsurpassed.

PRIDAY MORNINGS.

Passenger accommodations unsurpassed.

Cabin fare to New York discussing

Beals and berth) via James river

route.

Reund-trip tickets, limited to thirty

days after date of issue.

Steerage fare, with subsistence.

Cubin fare via thesapeake and Ohio

railway and Richmond and Peters

burg railroad tickets limited to four

days.

Round trip tickets limited to thirty

14 00

Round trip tickets limited to thirty

Round trip tickets limited to thirty drys.

drys.

Tickets can be obtained at Richmond Tickets can be obtained at Richmond and Aransfer Company, 901 east Main atreet; thesapeake and Obio and Richmond and Petersburg depots, and at the company's office, 1301 east Main street, and wharf, Pocketts

Freight received daily until 5 P. M.
Passengers leaving Richmond on MON-DAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Obio railway tyla Newport News) at 9 A. M. and by Richmond and Petersburg railroad same days, at 9 A. M., will make connections. Nortally with steamers leaving those tion at Norfolk with steamers leaving those

days.

GEORGE W. ALLEN & CO., Agents,
No. 1301 Main street and
1y19-tf Company's Wharf, Rocketts.

V IRGINIA STEAMBOAT COMPANY'S JAMES RIVER LINE for the scashors, cheapest and most pleasant route to Norfolk. Portshouth, Newport News, Claremont and James river tandings, Connections: At NEWPORT NEWS and NORFOLK for OLD POINT, HAMPTON and Smithfield, Va., Washington, D. C., Baithnore, Philadelphia and New York James river by daylight, Great tourist line, Jamestown, Datch Gap and war scenery, Rates less than half charged by rail. Fare to Portsmouth and Norfolk, \$1.50; \$2.50 round trip; \$1 second-class Lerves Richmond every MONDAY, WhithesipAt and FRIDAY at 7 A. M. STIERT CARS 60 DIRECTLY TO STEAMER'S WHARF; for above-named places. Through tickets on \$3.10 on the mer and at Garber's Agency, No. (60) Main street Raggage checked through State-rooms engaged for day of FREIGHT—Freight received daily for

through. State-rooms engaged for day for ingute.

FREIGHT-Freight received daily for above-named places and Fastern North Carollina; also for Eastern Shore of Virginia and all regular landings on the James and Kappahannock rivers, at LOWEST RATES, and through bills Issued.

J. W. McCARRICK, Vice-Freighent, No. 1117 Main street and Rocketts.

Irvin Weisiger, Freight and Passenger Agent.

PROPOSALS.

PROPOSALS FOR TOBACCO FOR THE NEW YORK NAVY YARD.—February 18, 1893.—Sealed proposals, indorsed "Proposals for Tobacco for the New York Navy Yard, to be opened March 28, 1893, "will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C. until 12 o'clock noon, March 28, 1893, and publicly opened Immediately thereafter to furnish at the New York Navy Yard 75,000 pounds of Navy Tobacco. The tobacco must conform to the Navy standard and pass the usual navy inspection. Blank forms of proposals will be furnished upon application to the Bureau, Samples of the standard tobacco will be furnished upon application to the Bureau. The attention of manufacturers and dealers is invited. The bids, all other things being equal, decided by lot. The Department reserves the right to waive defects or to reject any or all bids not deemed advantageous to the Government, EDWIN STEWART, Paymaster General, U. S. N.

LICENSES.

City Auditor's Office, Richmond, Va., Feb. 1, 1893. O WNERS OF WAGONS, HACKS, RUG-O GIES, OMNIEUSES and other vehicles for which an annual LICENSE TAX is re-quired, are notified that LICENSES for the same will be issued from this office on and after the 1st day of FEBRUARY, 1883, to expire FEBRUARY 1, 1894. EDWARD J. WARREN, fe8-301

City Auditor's Office,
Richmond, Va., Feb. 1, 1893.

O WNERS OF DOGS, BITCHES AND
GOATS residing within the city limits
are hereby notified to call at this office and
obtain LICENSE for the same.
EDWARD J. WARREN,
Auditor. fe8-30t

BLOOD WILL TELL! NANCY HANKS, 2:04.

English's Breeding and Training Stables RICHMOND FAIR GROUNDS.

ALOHA, Son of the Mighty Dictator, 1:13 Sire of Jay Eye See, 2:06%; Phallas, 2:13%; Minnle Caswell, 2:16%; Director, 2:17; Delemator, 2:18; Dictator Chief, 2:21%, and 37 others better than 2:30. Grand sire of Nancy Hanks, 2:04; Direct, 2:05%; Evangeline, 2:11%; Margrett R., 2:12%; Lockheart, 2:14%; Guide, 2:16%; Northwest, 2:17%; Kellar Thomas, 2:16%; Garnet, 2:20%; Victoria Webes, and 56 others better than 2:30. Best son of Hambletonian 10, founder of the American Trotting Horse; own brother

2:30. Best son of Hambletonian 10, founder of the American Trotting Horse; own brother to the famous Dexter.

To encourage breeding I have placed this strain within the reach of all breeders, by reducing his fee for services from \$100 to \$50. Come and see him before you select. Occidental Prince, 12:004, by Occidental, 2:135, by Happy Medium, 400, reduced from \$50 to \$55.

\$50 to \$55.

Famous running stallion Telemanchus, sire of the winners Maia, Fred Fink, Kathurat, Piedmont, Mullhatton and many others. Season, \$20; usual return

inspection of the public respectfull fel4-3m&Wtf



ARE YOU TIRED of Spending Money For Valueless Glasses?

Why not give your imperfect eyes, those delicate organs, the same chance as you would any other bodily ailment and consult a scientific optician?

Our Dr. METZGER will examine your eyes and prescribe glasses FREE OF CHARGE, and we guarantee a correct fit.

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RICHMOND OPTICAL CO.

16 east Broad, Opp. Cohen Co.

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